

**Claims:**

1. (Amended) An automobile driven with a driving force from a driving source, said automobile comprising:

5 a deceleration force estimation module that estimates a deceleration force in a vehicle longitudinal direction, which is caused by steering of the vehicle and is applied to reduce speed of the vehicle;

10 a control value calculation module that adjusts phases of a longitudinal acceleration in the vehicle longitudinal direction and a lateral acceleration in a vehicle lateral direction out of a steering-based acceleration, which is caused by steering of the vehicle and is applied to the vehicle, based on the estimated deceleration force, so as to calculate an adjustment control value that is used to adjust the steering-based acceleration; and

15 a driving control module that drives and controls the driving source to ensure output of a driving force to an axle based on a drive change demand of the vehicle and the calculated adjustment control value.

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2. (Amended) An automobile in accordance with claim 1, wherein said control value calculation module comprises a magnitude regulator that regulates magnitude of the longitudinal acceleration in the vehicle longitudinal direction out of the steering-based acceleration,

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said control value calculation module calculating the

adjustment control value, based on the regulation by said magnitude regulator.

3. (Cancelled)

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4. An automobile in accordance with claim 2, wherein said magnitude regulator decreases the magnitude of the longitudinal acceleration.

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5. An automobile in accordance with claim 2, wherein said magnitude regulator regulates the magnitude of the longitudinal acceleration to set at least one of a pitching level and a rolling level of the vehicle, which is caused by the steering-based acceleration, to a specified level.

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6. An automobile in accordance with claim 2, wherein said magnitude regulator regulates the magnitude of the longitudinal acceleration to reduce at least one of a pitching level and a rolling level of the vehicle, which is caused by the

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steering-based acceleration.

7. (Cancelled)

8. (Cancelled)

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9. (Amended) An automobile in accordance with claim 1,

wherein said control value calculation module lags the phase of the longitudinal acceleration relative to the phase of the lateral acceleration.

5           10. (Amended) An automobile in accordance with claim 1, wherein said control value calculation module adjusts the phase of the longitudinal acceleration to set at least one of a pitching level and a rolling level of the vehicle, which is caused by the steering-based acceleration, to a specified  
10 level.

          11. (Amended) An automobile in accordance with claim 1, wherein said control value calculation module adjusts the phase of the longitudinal acceleration to reduce at least one of a  
15 pitching level and a rolling level of the vehicle, which is caused by the steering-based acceleration.

          12. An automobile in accordance with claim 1, said automobile further comprising:  
20           a steering angle detection module that detects a steering angle; and

          a vehicle speed measurement module that measures a vehicle speed,

          wherein said deceleration force estimation module  
25 estimates the deceleration force, based on the detected steering angle and the measured vehicle speed.

13. An automobile in accordance with claim 12, wherein  
said deceleration force estimation module estimates the  
deceleration force to increase with an increase in the detected  
5 steering angle and to increase with an increase in the measured  
vehicle speed.

14. An automobile in accordance with claim 1, wherein the  
driving source includes at least one of an internal combustion  
10 engine and a motor.

15. (Amended) An automobile control method of controlling  
an automobile, which is driven with a driving force from a  
driving source, said automobile control method comprising the  
15 steps of:

(a) estimating a deceleration force in a vehicle  
longitudinal direction, which is caused by steering of the  
vehicle and is applied to reduce speed of the vehicle;

(b) regulating magnitude and phase of a longitudinal  
20 acceleration in the vehicle longitudinal direction out of a  
steering-based acceleration, which is caused by steering of the  
vehicle and is applied to the vehicle, based on the estimated  
deceleration force, so as to calculate an adjustment control  
value that is used to adjust the steering-based acceleration;  
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(c) driving and controlling the driving source to ensure

output of a driving force to an axle based on a drive change demand of the vehicle and the calculated adjustment control value.

5           16. (Cancelled)

17. An automobile control method in accordance with claim 15, wherein said step (b) calculates the adjustment control value to set at least one of a pitching level and a rolling level  
10 of the vehicle, which is caused by the steering-based acceleration, to a specified level.

18. An automobile control method in accordance with claim 15, wherein said step (b) calculates the adjustment control  
15 value to reduce at least one of a pitching level and a rolling level of the vehicle, which is caused by the steering-based acceleration.